

of driving, ran his trap over a valuable young fox terrier on the Shau-ki-wan Road last Sunday evening. If I knew who this "booby" was, nothing would give me greater pleasure than to give him a bit of my mind; but as my correspondent is apparently not acquainted with the personality of his *blue notes*, I can only hope that by accident these lines may flash across his line of vision. It seems that this aspirant to coachmanship had the whole of the wide road before him, and for some distance must have seen the endeavors of the owner of the dog to coax his favorite from the middle to the extreme side of the thoroughfare. Instead of stopping or pulling to one side to clear the terrier, the accomplished John came straight on, keeping the wrong side of the road all the time, and the result was that the wheel of the vehicle passed over the animal's body, inflicting injuries which are, I regret to hear, likely to prove fatal. It was bad enough to drive over a dog in an unfrequented place like the Shau-ki-wan Road, but it was ten times worse for the person in the trap to drive on without stopping to see what injury had been done, or to express one word of regret. As our correspondent observes, the gentleman (?) was evidently so anxious to get his money's worth out of his hired pony and trap that he had no thought for anybody, or anything else. It is a blessing and a matter for congratulation that the victim was not a young child instead of a valuable fox terrier.

RUSSIA AND FRANCE IN THE EAST.

But there is another side to the question. The difficulties of driving in and about the Hongkong streets and roads are only understood by those who daily experience them. The rule of the road, if it is understood at all, is altogether ignored. Rickshaws, chairs, coolies bearing burdens, and pedestrians form obstructions which even the most careful and experienced drivers are at times unable to avoid. Pedestrians are the greatest trouble. They will not walk on the foot paths but insist in crowding the middle of the road, foreigners in particular usually walking three abreast, and making no attempt whatever to get out of the way of vehicles. Now, so it happens that I was driving on the Shau-ki-wan Road last Sunday afternoon, and passed my correspondent with two friends a short distance beyond the bridge to the south east of Causeway Bay. The road there is rather narrow, and as the three gentlemen were walking abreast on the left side, I was compelled to sheer right across to the opposite side to avoid running right through them. An accident might easily have happened, but fortunately I was enabled to get past safely. On returning I was nearly run into by a gentleman driving a small black Manila or Cochin-China pony, and as the animal appeared to have taken charge, I presume this was the vehicle that ran over my correspondent's terrier. Of course no one can avoid an accident at times, and it is possible this victim may be able to offer a good excuse, although from my correspondent's statement, it was a case of sheer stupidity or carelessness. However, knowing the difficulties associated with driving in this colony, I should not readily condemn any person without giving him a fair hearing.

AN OLD SPORTSMAN.

Hongkong, 20th October, 1883.

ICHANG.

Mr. Gardner, H.B.M.'s Consul at Ichang, writing on the trade of that port for 1882, says—
A splendid carrying trade for steamships is at present going berthing here. During 1882 the only steamer that ran between this and Hankow was the *Kiangtung*, a vessel belonging to the China Merchants' Steam Navigation Company, and it is unfitted for the trade for many reasons; first, its want of steam power; and, secondly, it draws too much water, and is consequently obliged to cease running during the winter; yet it is just during winter that the trade between Hankow and this and between this and Chunking is greatest. Even when there has been water enough for it to run, the *Kiangtung* has not been able to carry all the cargo offered her. What is required for the trade is a stern wheeler able to steam at least 11 knots, and not drawing, when fully laden, over 4 feet of water. I hear there is a possibility of a steamer specially constructed for this trade running next winter. Owing to the winding nature and rapidity of the current of the Yangtze, between this and Hankow, a distance of 430 miles, native boats average nearly a month coming up, and about eight days going down. A steamer, steaming 11 knots, could do the distance in three days and thirty hours respectively. Shasho is a port on the north bank of the Yangtze, 55 miles below Ichang; to it are brought, partly by boat and partly by land, a large portion of the Szechuan exports, which are thence forwarded to the northern, eastern, and southern provinces of China. To the north side of Shasho there is a canal navigable by junks throughout the year, separated from the Yangtze by a strip of land less than a mile wide, which communicates, first, with the Hap River, and secondly, with a series of interconnected lakes stretching to Hankow; up this canal and the Han River Szechuan produce (transshipped at Shasho) finds its way, partly by water and partly by land, to the provinces of Honan, Shensi, Shanxi, Chihli, and Shantung, and by this canal and the series of lakes to Hankow, whence it is transhipped to Kansi, Anhui, Kiangnan, Kiangsu, and the eastern provinces generally. In the same way the produce of the nine provinces above mentioned is sent to Shasho to be transhipped for Szechuan. The advantages of the route from Hankow by the series of lakes to Shasho over that by the Yangtze are that it is 100 miles shorter in distance, and on the up journey seven or eight days shorter in time. The disadvantages are that not communicating with the Yangtze expenses of transhipment have to be incurred, and boats, which get into this canal are in a species of *cul de sac*; they can go no further, but are obliged to return to Hankow, and the return journey, though shorter in distance, is longer in time than by the Yangtze, in which they are assisted by a strong current. Up to the present, though Ichang has been opened five years, the whole of the Szechuan opium has been sent by land to Shasho. Now, however, it is beginning to be sent to Ichang. If the steam navigation between this and Hankow were adequate for the requirements of the trade, I make no doubt that Ichang, from its geographical position at the foot of the rapids, and from its political status as a port open to foreign trade, by which goods sent here can escape the taxes and delays of the native custom houses, lower down the river, must obtain in time the bulk of the Szechuan trade. At present the great bulk of the trade is carried on at Shasho.

It is possible that the spirit of enterprise of British merchants, which for the last few years has been somewhat somnolent in China, may wake up to the importance of establishing steam communication between this and Chunking; for my part I have still greater hopes that the native merchants of Szechuan, who are beginning to have practical experience of the benefit they derive from steam communication up the Yangtze as far as Ichang, will take measures for extending the sphere of steam activity to Chunking.

He Ting Shéh, the naval commander here, has informed me that this district is rich in gold and silver, and Captain Yankowski thinks

he has seen signs of gold. Yet beyond a little washing of the streams for gold dust nothing at present is done to extract these precious metals. Lead certainly exists, and is worked to a trifling extent in this Consular district, but I have not yet ascertained the exact spots. Copper is worked at Ho Fung Chow and Hsing Shan Hsien, 170 and 120 miles respectively from the Consulate. The writer is the Englishman who won the race :-

On Feb. 18, Mr. A. E., a millionaire, and the richest man in China, who owns several estates between Valparaiso and Santiago, altogether as big as a small European kingdom, celebrated his birthday by a day's racing at his hacienda, and a grand gathering of his friends. My two friends and myself were invited to take part in a steeplechase for gentlemen riders, run by four horses belonging to Mr. A. E., against one belonging to a well-known race horse owner, a friend of mine. We started early in the morning by rail, the weather being damp and foggy, and soon reached the station nearest to Mr. A. E.'s estate, where we found horses waiting for us. We clapped on the saddles we had brought with us, and, followed by two mounted servants, rode about two miles to the hacienda, where we were received by the administrator, a fine tall young fellow, who gave us an excellent breakfast in his very nice styish little villa residence, and then drove us in a four-in-hand break to the raccourse, which had been newly laid out, and was perfect in every respect, as flat as a billiard-table, and more than a mile round, with a big grand stand, and well railed in. The administrator drove us round the course to show us what it was like at a rattling gallop, and managed his four-in-hand like a Briton. We then mounted our horses, which had been brought after us, and superintended the putting up of the fences for our steeple-chase, and made ourselves generally useful in giving the finishing touches to the course. In the meantime the sun had cleared away all the clouds, and the view of the mountains surrounding the vast plain in which the hacienda lies on every side made a most lovely background to the panorama. Large ox-carts, with awnings and full of people playing the guitar or harp and singing, kept rolling into the middle of the course, and drew up in a line in front of the grand stand. Hundreds of country people of both sexes, mounted on stout little horses, and dressed in their very best, filled the space on each side of the stand, which became more and more animated as the gentry from the neighbourhood arrived. Their country carriages or on horseback. Then Royal Angus and Ladillas next, whilst Royal Angus had dropped back in the company of Ladillas and Cornfield. Very little change took place as they came over the hill, and when they reappeared Cecil Craven still held the command, closely attended by Ossian and Chislehurst, while Elzevir and Highland Chief came next, with Ladillas heading the rest. So they ran to the Rife Butts, where Ossian took the lead, and came on into the straight followed by Cecil Craven, Chislehurst, and Prince, with Elzevir, Highland Chief, and Ladillas next, and Cornfield now beaten off. When they were half a mile from home Highland Chief became third, whilst Ossian still led, attended by Chislehurst, while just behind Highland Chief came Elzevir, and The Prince. Coming round the final bend Royal Angus was beaten, and Highland Chief soon after broke down, while Ossian went on, closely attended by Chislehurst, with The Prince well up; but the latter was done with a quarter of a mile from home, and the race was reduced to a match between Ossian and Chislehurst, the former of whom took the lead at the distance and won by three lengths; a bad third, Elzevir was fourth, Prince fifth, Royal Angus sixth, Ladillas seventh and Cecil Craven and Cornfield the last two. Time, 3 min. 19 sec.

A CHILIAN STEEPECHASE.

A private letter gives the following description of a steeplechase for gentlemen riders near Valparaiso, one of the horses being ridden by a Chilian, one by a Frenchman, and the other by an Englishman. The writer is the Englishman who won the race :-

The following is a description of the race for the St. Leger, run at Doncaster, on September 12th:-

The St. Leger Stakes of 25 sovereigns, each for three-year-olds; colts, 8s 10d.; fillies, 8s 5d.; second received 20 sovereigns, and the third 100 sovereigns. Old St. Leger Course (about 1 mile 6 furlongs and 132 yards).

Duke of Hamilton, Ossian, by Salvator—Music, 8s. 10d. Water.

Mr. C. Perkins' Chislehurst, 8s. 10d. (J. Webb).

Lord Ellerdale's Highland Chief, 8s. 10d. (F. Webb).

Mr. Adair's The Prince, 8s. 10d. (C. Wood).

Mr. G. H. Craven's Elzevir, 8s. 10d. (G. Petheram).

Mr. J. Lefevre's Ladillas, 8s. 10d. (F. Achect).

Sir F. Johnston's Royal Angus, 8s. 10d. (F. Achect).

Betting: 5 to 2 agst. Highland Chief, 100 to

30 agst. Royal Angus, 5 to 1 agst. Elzevir, 9 to

10 agst. Ossian, 10 to 1 each agst. Ladillas and

Prince, 100 to 6 agst Chislehurst, 6 to 1 agst

Cornfield.

Ladillas showed the way in the preliminary canter, while Royal Angus acted as whipper-in, and some delay took place owing to the fractiousness of Cecil Craven, who had to be led back to his horses to join in the parade. Cornfield led the way in this ceremony, with Ossian in the rear, and the lot without much delay assembled at the post, the preliminary arrangements having been got through in good time. When the lot came to the post one, break away, took place before the flag fell, but very soon a good start was effected, and Royal Angus jumped off with the lead. He was, however, quickly pulled back, and Ossian came on, followed by Cecil Craven, the Prince, and Chislehurst, with Elzevir, Highland Chief, and Royal Angus next, whilst wide on the right Cornfield and Ladillas whipped in. When they had run a quarter of a mile Cecil Craven, who had to make the running for Ossian, came with a wet sail, and went on about a length ahead of his stable companion, the pair being attended by Chislehurst and The Prince, with Highland Chief and Elzevir next, whilst Royal Angus had dropped back in the company of Ladillas and Cornfield. Very little change took place as they came over the hill, and when they reappeared Cecil Craven still held the command, closely attended by Ossian and Chislehurst, while Elzevir and Highland Chief came next, with Ladillas heading the rest. So they ran to the Rife Butts, where Ossian took the lead, and came on into the straight followed by Cecil Craven, Chislehurst, and Prince, with Elzevir, Highland Chief, and Ladillas next, and Cornfield now beaten off. When they were half a mile from home Highland Chief became third, whilst Ossian still led, attended by Chislehurst, while just behind Highland Chief came Elzevir, and The Prince. Coming round the final bend Royal Angus was beaten, and Highland Chief soon after broke down, while Ossian went on, closely attended by Chislehurst, with The Prince well up; but the latter was done with a quarter of a mile from home, and the race was reduced to a match between Ossian and Chislehurst, the former of whom took the lead at the distance and won by three lengths; a bad third, Elzevir was fourth, Prince fifth, Royal Angus sixth, Ladillas seventh and Cecil Craven and Cornfield the last two. Time, 3 min. 19 sec.

M. R. A. HAHN,

in which that person states he has decided

to form what he calls a

"CLUB FOR CAPTAINS,"

in order to supply a want, which, he says, exists

for such an institution, to provide Captains

of vessels visiting this harbour with

accommodation for obtaining

MEALS AND OTHER REFRESHMENTS

AT ALL HOURS.

This circular states that the Captains of

vessels coming to Hongkong are badly catered

for by the few so-called Hotels, and in so doing

grossly libel the Hotel and Innkeepers of the

Colony.

Mr. HAHN intends to provide a place where

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exports, which are thence forwarded to the

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Intimations.

A. S. WATSON & CO.

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THE DISPENSARY, FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 20, 1883.

Our latest advices from Holhoo lead us to the opinion that the Chinese there are desirous of emulating their fellow countrymen at Canton in attacking the foreign community. But with this notable exception that the Holhoo malcontents propose to cut off the heads of their own Mandarins first, and afterwards perform the same agreeable operation on the foreign residents.

The first day of the Chinese moon was the time fixed for this interesting exhibition on the part of the natives, but as the day passed off without any unusual excitement we may safely conclude that the Chinese thought better of the matter. We have not heard the exact cause of this excitement, but understand it to be a question about some land transfer to foreigners, in which the natives consider the authorities had truckled to the *fan-kwei*. If we might venture on an opinion, on incomplete premises, we might say that if the natives confined themselves to the first part of the proposed programme (assuming they have actually been unfairly dealt with) it might possibly do no great harm, but rather lead to their wrongs being speedily redressed, as it is well known the high authorities dislike nothing more than these popular demonstrations in the provinces. The placards threatening these over acts were posted in the most conspicuous places in the settlement, and had the effect of actually arousing one of Her Majesty's Consuls at a Treaty Port to put aside his Confucian studies or Bug hunting or Botanizing proclivities, to such an extent that the Consular cellars were searched and the antiquated arms stored there were furnished up to meet the emergency, and we have heard that an "awkward squad" was extemporized in all haste with the worthy consular representative of Great Britain at its head, to protect foreign property in case things came to extremities. The Acting Commissioner of Customs, who is Sir RONBERT HART's near relative, was understood to be in a quandary how to act if foreigners were attacked; and no doubt a circular letter from the Inspector General will explain this most difficult point, at least to the satisfaction of the foreign employés of the Customs. These aggressive acts against foreigners have their origin, as we have said before, in actions against Chinese by foreigners. The Chinese are undoubtedly a peacefully disposed race, and, as we venture to believe, a not unreasonable race when fairly dealt with.

TELEGRAMS.

LONDON, October 19th.

HOME POLITICS.

A large meeting of the Liberal Congress has been held at Leeds and a resolution was passed urging county franchises as a measure for next session.

LOCAL AND GENERAL.

We notice the arrival per steamship *Berries*, from Trieste, of His Excellency Count Falusky, Minister to the Courts of China and Japan for the Austro-Hungarian empire.

A MARINE Court of Enquiry into the circumstances attendant on the loss of the *G. C. Truant* will be held at the Harbour Master's office on Tuesday next, the 23rd inst., at 10 a.m.

We are glad to hear that the Portuguese gunboat *Tamega*, with the unfortunate watchman Diaz on board, left Canton early yesterday morning and safely arrived at Macao in the course of the afternoon.

The *Independence Belge* of the 13th ulto, announces the death of Lieutenant Jansens, belonging to the Belgian expedition on the River Congo, who was drowned with a civilian member of the party through the capsizing of a boat.

It is authoritatively stated that all the French Legitimists having relations with the Vatican have expressed a wish to present a memorial to the Holy See concerning their future course.

It is understood that this document not being of a compromising character will be accepted by the Vatican.

A TELEGRAM from Philadelphia, dated September 13th, states that the United States Secretary of State is preparing instructions to be cabled to Admiral Pierce Crosby, commanding the American fleet in Chinese waters, directing him as to the action to be taken, should foreign intervention become necessary.

It is the oath question a correspondent gives the following account of what recently happened in Queensland:—"A Chinaman had to give his evidence, and was asked how he would be sworn. His reply was: 'Me no care; clack im saucer, kill im cock, blow out im matchee, smell im book, alle same.' He was allowed to 'smell im book.'

The *Moniteur de Rome* states, with reference to the assembling at the Vatican of the Roman Catholic Bishops of the United States, that only a certain portion of that episcopate will come to Rome in November next, for the purpose of holding conferences under the direction of the Sacred Congregation of the Propaganda Fide, at which the materials will be prepared for a council to be held later.

We learn from our Manila files that a devastating fire occurred on the night of the 2nd instant at Zamboanga, burning two-thirds of the houses down. An immense number of people are now homeless and living under improvised tents, made of bed sheets, in the *planas*. The fire commenced at 8 o'clock in Zaragoza street and soon reached gigantic proportions, being fanned by a strong southerly breeze. No lives have been lost so far as we can ascertain.

THE following Admiralty appointments have been announced:—Commander Lawrence Ching, to the *Daring*, recommissioned; Chief Engineers: Hugh Burston, to the *Daring*; George Swinney, to the *Champion*, recommissioned; and John Hobbs, to the *Victor Emmanuel*; for the *Witwaters*. Engineers: W. J. Bevan, to the *Champion*; W. S. Stirling, to the *Zephyr*; and Edward Barrett, to the *Flying Fish*; Assistant Engineer: F. M. Cottam to the *Champion*.

IT is announced that the choice of General Schmitz, as French Ambassador at the Court of St. Petersburg, has received the Tsar's approval.

General Schmitz, who was born in 1820, has taken part in all the campaigns of his country during his active life. In 1868, after returning from the Chinese expedition, he was appointed Brigadier General. In 1875, at 55 years of age, he was promoted to the rank of General of Division; and he recently replaced General Do Gallifet as commander of the Ninth Army Corps at Toulon.

REFERRING to the statement of some Berlin and Vienna newspapers that the Powers are irritated against Russia on account of the recent events in Bulgaria, the *North German Gazette* of the 13th ulto, says:—"We can affirm that in Government circles there is not a trace of any such irritation. At Vienna, Berlin, and Rome the decided dominant wish is to live at peace with Russia. None of the Powers has any interest in a war, or anything to ask or desire from Russia. No complaint has been made from any quarter, not even by the Porte, in regard to the events in Bulgaria. The alleged irritation against Russia is therefore pure imagination on the part of sensation-mongers."

M. PAUL LEROY BEAULIEU in the *Debats* says that France cannot submit to the conditions of China. No judicious man would ask her to do so. There was a time when the advantages of the *Convention* could be discussed, but that day is past. The supremacy of France and her rights can no longer be subjected to negotiation. The utmost that can be arranged between France and China is a neighbouring agreement relating to customs, extradition, &c., but in no wise affecting French supremacy. Any compromise on that subject would be a source of endless difficulty. It were better to make an additional effort, and put a decided end to the question, than to have it for years to deal with.

On *dit* that the French gunboat *Lutin*, which arrived here yesterday shortly after the French mail steamer, successfully accomplished her mission in forwarding Admiral Meyer's despatches to Admiral Courbet. As far as we can learn, the *Lutin* did not go to Macao but had a rendezvous at a certain island about 24 hours steaming from this port on the route to Holhoo. The *Lutin* there awaited the arrival of one of the Tonquin fleet, when despatches were there exchanged. The *Lutin* returned to Hongkong almost immediately. This account corresponds with the report of the steamer *Greyhound*, which arrived here a day or two ago, wherein it is stated that a French gunboat was anchored in San Tau (St. John's) Bay.

We are informed by the Agents, Messrs. Adamson, Bell & Co., that the French steamer *Liban*, left Saigon for this port yesterday afternoon.

A LODGE of Emergency of United Services, No. 343, will be held in Freemasons' Hall, Zetland Street, on Wednesday evening next, the 24th instant, at 7.30 for 8 o'clock precisely.

We are informed by the Agents, Messrs. Russell & Co., that the Union Line steamer *Cairnsburgh* left Singapore for this port yesterday morning, and may be expected to arrive here on the 26th instant.

In consequence of the numerous applications which have been made to the Home Office for an appointment to the place of public executioner, the *Times* is requested to state that it is neither the right nor the duty of the Secretary of State to make any such appointment. There is no such office as that of public executioner appointed by the Government. The person charged with the execution of capital sentences is the Sheriff. It is the right and the duty of the Sheriff to employ and to pay a fitting person to carry out the sentence of the law.

The French Ministry of the Interior has issued a return showing that there are at present under detention in France and Algeria 54,950 prisoners, of whom 48,150 are in France and 6,800 in Algeria. The total cost of maintenance of this large body of 54,950 people is 12 millions of francs per annum. The department of the Seine alone, which includes within its boundaries the great French prisons, has 6,100 prisoners. The number of juvenile offenders, who are kept in separate establishments, is 7,900 in France, and 150 in Algeria. Next year being leap-year, an extra day's maintenance has to be provided for in the estimates for 1884, and this amounts to the very respectable sum of 35,000 francs.

ALEX. DELMAR, Chief of the Bureau of Statistics of the United States Government under the Johnson administration, returned a short time ago from Spain, where he went at the instance of some English capitalists. He says he saw a wonderful country but that it is "run down and away behind the age." He says: "From an industrial and commercial point of view, Spain is hopelessly behind the age, and never will be able to catch up with it. Not only does it need more railways, it also requires new agricultural implements, fresh breeds of horses, cattle, sheep and swine, and better seeds for its cereal crops. In short, the country is completely run down, and nothing short of a sweeping revolution or another Peter the Great will ever build it up rapidly enough to keep pace with more progressive countries."

As for the Queen of Kaffa, says a writer in the *Pall Mall*, I was never able to see her, any more than the King. Kaffa is a land of mysteries; no one living there can see the King. When the Ministers or grandees of the kingdom desire to consult their monarch, they enter the royal hall walking back-ward, and clad in skins of wild beasts, until they draw near enough to a great curtain, behind which the King is concealed.

If the King wishes to go out, he is covered with a great sack and placed upon the oldest horse that can be found. Then the four greatest dignitaries of the kingdom hold the reins and a troop of eunuchs, who serve as an escort, drive away all curious people with their whips. There are not many curious people to be thus driven away, however, for any person who could be convicted of having seen the King, even in his sack, inadvertently or inadvertently, would be immediately put to death.

IT is the creed of an American contemporary that the feet of all American women are "beautiful on the mountain-top"; and elsewhere, and it is without sectional prejudice, it has therefore no thought of St. Louis or Chicago in quoting the following passage from the letter of a young Chinese student on his return home last year, after several years spent in Hartford. For the protection of the young man we omit his name and address. He wrote:—"I staid home about two months, and during that time all sorts of subjects were talked of, but the most important subject was engagement and marriage. We conversed on it almost every day and night. My folks wished me to marry a small-foot girl. This I objected to strongly. They accepted my arguments against small feet, but they said it is not the custom to marry a No. 11. So far I am not engaged. I can do what I please about it. I shall get a pair of big feet if I can. But it is difficult to find one of good family."

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SAYS the *Overland Mail*:—The *Standard* has published an interesting letter from its special correspondent describing his voyage from Hongkong to Haiphong. We say the letter is interesting, but it contains matter for grave reflection.

Indeed. Two days' sail from the British port he found a war fleet which placed the China Sea, with the thousands of British ships daily traversing it, at the mercy of France. One ironclad alone could enter Hongkong harbour and "silence its weak defences more easily than were the forts of Alexandria destroyed.

The other day at least boasted 10-inch Armstrongs, whereas Hongkong possesses nothing stronger than the 7-inch Woolwich gun." The only

British ironclad on the station—the old *Adelaide*—would be "hardly able to steam away from the powerful French flotilla." These are pleasant things to hear of, with riots at Canton, and the fleet nobody knows where, and the imminent probability of a sudden passion in the native populations for cutting European throats and looting European property. Hongkong itself might at any moment become a pandemonium of infarcted Chinamen; and there is only too much reason for the fears felt by the white residents in the Treaty Ports. Apart from the absurd inadequacy of the fortifications—wherein, alas! Hongkong is not singular among important British possessions, the Government are surely running a very serious risk, in thus ignoring the manifold dangers of the situation, and leaving thousands of lives and invaluable property at the mercy of the most cruel and—once roused—the most thoroughgoing nation in the world.

"I AM ashamed of the effeminacy of my sex," said a female orator. "Look at your frapperies and superfluities! Why, for instance, do you need parasols when I never use one?" And a pert young woman answered: "Because you are on the shady side of life."

Once, a rajah, whilst walking in the forest, met a tiger. During conversation, the rajah said to the tiger that men were superior to tigers, which the tiger denied. The rajah thereupon said to the tiger that if he would go with him to his house he would prove it. To this the tiger assented; and when they had entered the palace the rajah showed the tiger a picture of a man slaying a tiger with a sword, and asked him what he had to say to that. The tiger, after contemplating the picture for some time, replied: "Oh, rajah, that picture was painted by a man: if it had been painted by a tiger it would have been different." There is a moral in this. What is it?

Two ladies in a northern county in Scotland, not less remarkable for their humour than their genuine kindness, had made an arrangement with the minister of their parish for supplying the urgent necessities of a very indigent old woman in the village. The ladies had agreed to furnish a subsidy of coal, while the minister undertook to add blankets. The grateful recipient, a few days afterwards, met the worthy pastor, a bachelor, in the course of his morning rounds. "Eh, minister," said the poor old woman, "it's a grand thing for the likes of me to bide in this parish, for I say, the twa gude lades keep me warm in the day-time and the minister keeps me warm at night!"

THE following statistics as to the number of men employed in various branches of activity are published by the Minister of Commerce in France: Three hundred and forty-two coal mines, employing 106,115 hands; 1,035 turf-cutting works, employing 27,977 hands; 355 iron mines, employing 8,468 hands; 60 other metallurgical mines, employing 4,422 hands; and 359 iron works, employing 57,000 hands. There are 412 establishments employed in the manufacture of china and pottery, employing 18,708 hands; 162 of glass and crystal, employing 23,421 hands; 536 of paper and cards, employing 32,633 hands. There are 616 gasworks, employing 10,575 hands; 157 candle works, employing 3,603 hands; 339 soap factories, employing 3,599 hands; 512 sugar factories employing 63,56 hands; and 5,024 textile works, employing 353,383 hands.

STATISTICIANS have pronounced the United States to be not only potentially, but actually richer than the United Kingdom. Counting the

houses, furniture, manufactures, railways, and roads, it is estimated that there is a grand total in the United States of \$49,770,000,000.

Great Britain is credited with something less than the United States.

The wealth per inhabitant in Great Britain is estimated at \$1,160, and in the United States at \$995.

With regard to the remuneraton of labour, assuming the produce of labour to be 100, in Great Britain 56 parts go to the labourer, 21 to capital, and 23 to Government. In France 41 parts go to labour, 36 to capital, and 23 to Government. In the United States 72 parts go to labour, 53 to capital, and five to Government.

THE Paris *Figaro* of September 13th states that Lord Lyons had a long interview the preceding afternoon with M. Challemel-Lacour, in the course of which the British Ambassador strongly urged the necessity of France considering the danger which would result to European commercial interests from an outbreak of hostilities between her and China. The *Journal des Débats* of the same date, discussing the bases of negotiations between M. Challemel-Lacour and the Marquis Tseng, regards them as less favourable than those adopted by Li Hung Chang and Mr. Bourré, inasmuch as the conditions obtained by Mr. Bourré involved no sacrifice of men or money on the part of France. The *Figaro* considers that it could not allow this meeting to pass without saying a few words thanking the Directors, the managers generally, and Mr. Douglas-Jones. Mr. Jones had been acting as their secretary during the temporary absence of the secretary, and he could say from his own personal experience that he had worked hard in the best interests of the company, and the shareholders generally for their services. He was sure that this vote of thanks would act as a stimulant to renewed exertions on the part of the staff generally, to help to make the society in the future what it had been for nearly the last half century, namely, one of the most successful institutions of its kind in the world.

Mr. Jones rose and thanked Mr. Jackson and Mr. Weyman for re-electing him for the ensuing year, which was also carried.

The chairman proposed, seconded by Mr. Jackson, that Messrs. Sassoon and MacEwen, the retiring Directors, be re-elected, which was carried unanimously.

Mr. Dalrymple proposed, seconded by Mr. Weyman, that the Reserve Fund be increased by £50,000, or double the paid up capital of the Society, considered it to be in the general interests of the company; and it was now for the shareholders to say if they approved of this course or not, but it should be remembered that, by doing so, in a great measure larger dividends were ensured for the shareholders in the near future. If any gentleman had any questions to ask he would be pleased to answer them.

No questions being asked, the chairman proposed, seconded by Mr. Fullerton Henderson, that the report and accounts as then before them be adopted, which was carried unanimously.

Mr. Dalrymple proposed, seconded by Mr. Weyman, that the racing fund be increased by £50,000, or double the amount of the racing fund.

The chairman proposed, seconded by Mr. Jackson, to re-elect Mr. Hopps from the Board of Directors, Mr. Gullow he offered the vacant seat.

Mr. Jackson proposed, seconded by Mr. Weyman, that Mr. Hopps be re-elected auditor for the ensuing year, which was also carried.



The Hongkong Telegraph.

No. 540.

SATURDAY, OCTOBER 20, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

SHOOTING SEASON

1883-1884.

LANE, CRAWFORD & Co., HAVE RECEIVED THEIR ASSORTMENT of METMEN'S AMMUNITION AND SUNDRIES, comprising— SPORTING GUNS, in newest styles, in Cases EGED'S NEW METAL LINED, and other CARTRIDGE CASES. WHITE, GREY, and GREASE PROOF WADES. CYLINDRICAL WIRE CARTRIDGE CASES. CHILLED and ORDINARY SHOT. PIGOU and WILKS "ALLIANCE" GUN-POWER. Re-capping, Loading, Ramming and Turnover MACHINES. CARTRIDGE BAGS and BELTS. GAME BAGS. SHOOTING BOOTS. POWDER and SHOT MEASURES and FLASKS. DOG WHISTLES and WHIPS. REVOLVERS, by best English and American Makers. TINNED PROVISIONS for SHOOTING TRIPS.

LANE, CRAWFORD & Co.
Hongkong, 17th September, 1883. [740]

Insurances.

GENERAL NOTICE

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$833,333-33- RESERVE FUND \$76,545-37.

BOARD OF DIRECTORS.
LEE SING, Esq. / LEE YAT LAU, Esq.
LO YEE MOON, Esq. / CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 1st September, 1883. [670]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1883.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.) The above Company is prepared to accept MARINE RISKS at CURRENT RATES, on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD, WEST.
Hongkong, 1st February, 1883. [706]

YANG TSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00 PERMANENT RESERVE.....Tls. 230,000.00 SPECIAL RESERVE FUND.....Tls. 318,233.56

TOTAL CAPITAL and ACCUMULATIONS, 31st.....Tls. 968,233.56 March, 1883.....

DIRECTOR.
F. D. HITCH, Esq., Chairman.C. LUCAS, Esq. / W. M. MEYERSON, Esq.
A. J. M. INVERARITY, Esq. / G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 1% per cent for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [783]

For Sale.

RODERICK DHU WHISKY.

A PURE Fine Flavoured Blend, Equal in Bouquet and Style to the

FINEST FRENCH BRANDY.

SOLE AGENT FOR HONGKONG,

C. L. THEVENIN,
Hongkong Hotel Building.

Hongkong, 10th October, 1883. [787]

TO LET.

"BISNEE VILLA" Pookoolum, Furnished.

Apply to DAVID SASOON, SONS & Co.

Hongkong, 18th October, 1883. [771]

TO LET.

"STOCKWELL COTTAGE" near to the

Kowloon Club, British Kowloon, con-

taining Four Rooms and Large Centre Room,

Servants' Rooms and Outhouses, Gardens and

Tennis Lawn, &c. Within Three Minutes Walk

of the Pier.

For Particulars, apply to STEPHENS & HOLMES,

Solicitors.

Hongkong, 22nd September, 1883. [713]

TO LET.

THE PREMISES now occupied by us.

No. 11, Queen's Road Central.

For further Particulars, apply to Messrs.

RUSSELL & Co.,

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [667]

TO LET.

JUST RECEIVED EX "GLENIEG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY in LATEST STYLES.

SPECIALITIES in BEAVER, FELT and STRAW HATS AND

BONNETS in NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,

VELVETS, SATINS,

&c., &c., &c.

SAYLE & CO.,

VICTORIA EXCHANGE, HONGKONG. [730]

Hongkong, 8th October, 1883.

TO LET.

MRS. P. SMITH,

BEGS to inform the Community of Hongkong Generally, and Visitors to the Port, that

SHE HAS THIS DAY OPENED

PRIVATE TIFFIN ROOMS,

Nos. 8 & 9, BEACONSFIELD ARCADE

WHERE

SHE WILL BE PREPARED TO SUPPLY MEALS & REFRESHMENTS AT ALL HOURS.

The Rooms are large, well ventilated and airy, and the viands supplied will be

of the best description and cooked in the best style.

ATTACHED TO THE

TIFFIN ROOMS

AND

BILLIARD ROOM

READING ROOM

THE LATTER IS WELL SUPPLIED WITH

GERMAN, FRENCH, AMERICAN & LONDON NEWSPAPERS, WRITING MATERIALS,

&c., &c., &c.

NOT N.B.—No Extra Charge for the use of the Reading and Billiard Rooms.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to

MRS. P. SMITH,

ON THE PREMISES, BEACONSFIELD ARCADE

Hongkong, 10th October, 1883. [766]

TO LET.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

QUARTZ

AND

JEWELLERS

NAUTICAL INSTRUMENTS

CHARTS AND BOOKS

No. 46, Queen's Road Central. [767]

FOR SALE

G. H. MUMM & Co.'s CHAMPAGNE

PORT

APPLY TO

MILCHENS & Co.

No. 46, Queen's Road Central. [767]

TO LET.

HONGKONG TIMBER

YARD, WANCHAI

REGON PINE SPARS AND LUMBERS

ANCHORS AND HAMMERS

MALLORY

Hongkong, 10th October, 1883. [767]

TO LET.

H. H. TRIPP,

Agent

Hongkong, 10th October, 1883. [777]

Auctions.

PUBLIC AUCTION.

M. R. J. M. GUEDES has received instructions from the MORTGAGEE to sell by Public Auction, on MONDAY, the 5th November, 1883, at TWO O'CLOCK P.M., at the Premises, A VALUABLE LEASEHOLD PROPERTY, SITUATE IN HOLLYWOOD ROAD, Victoria, in the Colony of Hongkong.

Comprising—All those Pieces or Parcels of GROUND registered in the Land Office as Subsection No. 1 of Section A of INLAND LOT No. 90, and Section C of INLAND LOT No. 90 with the Messtones or Tenements thereon being Nos. 83, 85, 87, 89, 91 and 93, Hollywood Road, as the same Premises are held for the residue of a term of 75 years and for the further term of 924 years subject to the payment of the due proportions of the rents and to the performance of the Covenants and Conditions reserved by and contained in the Crown Lease of the whole of the said Land Lot No. 90, and the extension thereof.

The Property is sold subject to the existing lettings thereof respectively. For Further Particulars of the Property and Conditions of Sale, apply to BRERETON, WOTTON, & DEACON, Solicitors for the Mortgagee, Hongkong, or to J. M. GUEDES, Auctioneer, Hongkong.

Hongkong, 19th October, 1883. [785]

Notices of Firms.

NOTICE.

THE Undersigned have been appointed Agents of the CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

ARNHOLD, KARBERG & CO.

Hongkong, 15th September, 1883. [786]

NOTICE.

GEORGE R. STEVENS & CO.

Hongkong, 1st August, 1883. [666]

NOTICE.

THE Upper Portion of the Eastern Wing of BAXTER HOUSE, containing 4 Large Rooms, Bath-room, &c., Water-laid on an even convenience, Furnished or Unfurnished. Terms Moderate.

For Particulars, apply to D. B.

Care of Hongkong Telegraph Office.

Hongkong, 12th October, 1883. [771]

NOTICE.

TO LET.

"STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing Four Rooms and Large Centre Room, Servants' Rooms and Outhouses, Gardens and Tennis Lawn, &c. Within Three Minutes Walk of the Pier.

For Particulars, apply to STEPHENS & HOLMES,

Solicitors.

Hongkong, 22nd September, 1883. [713]

NOTICE.

TO LET.

THE PREMISES now occupied by us.

No. 11, Queen's Road Central.

For further Particulars, apply to Messrs.

RUSSELL & Co.,

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [667]

NOTICE.

TO LET.

"BISNEE VILLA" Pookoolum, Furnished.

Apply to DAVID SASOON, SONS & Co.

Hongkong, 18th October, 1883. [771]

NOTICE.

TO LET.

JUST RECEIVED EX "GLENIEG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY in LATEST STYLES.

SPECIALITIES in BEAVER, FELT and STRAW HATS AND

BONNETS in NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,